

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (currently amended): ~~An A composite article for use in an~~ aircraft brake heat pack ~~, the article~~ comprising a brake disc in the form of a composite article core layer having a face portion and a wear layer attached to the face portion, wherein the wear layer has a density lower than the core layer.

Claim 2 (currently amended): ~~A composite article~~ The aircraft brake heat pack as claimed in Claim 1, wherein the density of the core layer is in excess of 1.85 gcm^{-3} .

Claim 3 (currently amended): ~~A composite article~~ The aircraft brake heat pack as claimed in Claim 1, wherein the wear layer is formed from a C-C composite.

Claim 4 (currently amended): ~~A composite article~~ The aircraft brake heat pack as claimed in Claim 1, wherein the core layer is a C-C composite article impregnated with a refractory carbide.

Claim 5 (currently amended): ~~A composite article~~ The aircraft brake heat pack as claimed in Claim 4, wherein the refractory carbide is silicon carbide or boron carbide.

Claim 6 (currently amended): ~~A composite article for use in an~~ An aircraft brake heat pack ~~, the article~~ comprising a brake disc in the form of a composite article comprising a core layer formed from C-C composite impregnated with a refractory carbide, the core layer having a face portion to which is attached a C-C wear layer.

Claim 7 (currently amended): ~~A composite article~~ The aircraft brake heat pack as claimed

in Claim 6, wherein the refractory carbide is silicon carbide or boron carbide.

Claim 8 (currently amended): ~~A composite article~~ The aircraft brake heat pack as claimed in Claim 6, wherein the density of the core layer is in excess of 1.85 gcm^{-3} .

Claim 9 (currently amended): ~~A composite article~~ The aircraft brake heat pack as claimed in Claim 8, wherein the density of the core layer is in the range of greater than 1.85 gcm^{-3} to 2.95 gcm^{-3} .

Claim 10 (withdrawn): A method of forming a composite article for use in an aircraft brake heat pack, the method comprising forming a core layer from a relatively higher-density material, the core layer having a face portion, and forming a wear layer from a relatively lower-density material and attaching the wear layer to the face portion of the core layer.

Claim 11 (withdrawn): A method of forming a composite article for use in an aircraft brake heat pack, the method comprising forming a C-C core layer with a face portion, densifying the core layer by liquid impregnation; forming a C-C wear layer and attaching the wear layer to the face portion of the densified core layer.

Claim 12 (withdrawn): A method as claimed in Claim 11, comprising densifying the core layer by liquid impregnation with silicon and/or boron.

Claim 13 (withdrawn): A method as claimed in Claim 12, further comprising converting the silicon and/or boron to the respective refractory carbide by reaction with the C-C matrix.

Claim 14 (withdrawn): A method as claimed in Claim 11, further comprising forming the wear layer from carbon fibres which extend radially from an inner periphery of the wear layer toward

Application No. 10/671,358

Attorney Docket No.: S1011/20159

Supplemental Preliminary Amendment Dated August 18, 2004

or to an outer periphery thereof.

Claim 15 (original) An aircraft wheel and brake assembly comprising brake discs, one or more of the brake discs having a core layer of density greater than 1.85 gcm^{-3} and at least one wear layer attached to the core of density 1.85 gcm^{-3} or lower.